

R E M A R K S

By this Amendment claim 1 has been amended to include the steps of claim 4 (now canceled) and otherwise improved, claims 2, 3, 5, 6, 8 and 9 have been improved, claim 7 has been replaced by new independent claim 11, and new claims 12-14 have been added to further define the method of claim 11. Entry is requested.

A substitute specification containing standard topic headings is submitted herewith (also an annotated version). The undersigned asserts that the substitute specification contains no new matter.

A supplemental page 12 for the application containing an abstract of the disclosure is also submitted herewith.

In the outstanding Office Action the examiner has objected to the drawings because the individual blocks in Fig. 1 are not labeled.

The applicant is concurrently filing a Letter Re Drawings with a replacement first sheet of the formal drawings wherein the blocks of Fig. 1 are labeled. As such, the objection should be withdrawn.

The examiner has rejected claims 1-10 under 35 USC 112 as being indefinite.

By the present amendment the presented claims have been revised to address the examiner's criticisms. This rejection should be withdrawn.

The examiner has rejected claims 1-10 under 35 USC 102(b) as being anticipated by Denkmayr et al. (article entitled "AVL's Reliability

Engineering Process for Engine Development"). The applicant asserts that this rejection is incorrect.

Denkmayr et al. discloses a method for illustrating the damage of units, components and modules in a load matrix. Different engine properties can be tested by means of test programs, especially different endurance test runs, with different engine subsystems being loaded in highly different ways. For example, the overload test puts the same load to the valve train as the end user profile during the whole nominal engine life. On the other hand, the thermal shock test will put only a small load to the gear train. In order to outline the different loads and discover possible weak points in the test program, the so called load matrix was introduced in this publication. The load matrix states the amount to which the respective endurance run of the subsystems provides a load in comparison with the typical use during the normal service life.

Denkmayr et al. does not disclose:

- a) selection of at least one critical damage mode;
- b) definition of a reliability target for each critical component;
- e) allocation of acceleration factors in connection with the *individual* components and test procedures; and
- g) calculation of the verifiable reliability for the critical component on the basis of the chosen test procedure.

Compared to Denkmayr et al., the present invention includes a further development with the calculation of the verifiable reliability for the

critical component on the basis of the chosen test procedure, wherein acceleration factors are used in connection with the individual components and test procedures.

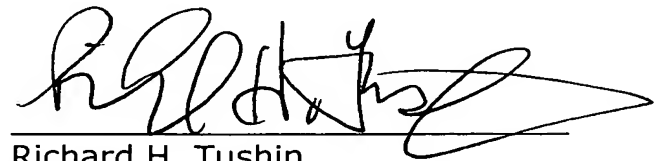
The reliability target is given by the producer in a early stage of the development process. It is the aim of the invention to evaluate if the entire test program reliability target can be realized with the chosen test procedure. If the reliability target cannot be fulfilled, the test program has to be modified by adjustment of individual test lengths, by amendment by additional tests or adjustment of the number of repetitions, or by modification of existing test procedures, as described on p. 7 of the WO 2005/033649 A1 or on p. 8, par 5 of the English translation thereof, respectively.

Favorable reexamination is requested.

Respectfully submitted,

DYKEMA GOSSETT PLLC

By:



Richard H. Tushin
Registration No. 27,297
Franklin Square, Third Floor West
1300 I Street, N.W.
Washington, DC 20005-3353
(202) 906-8680